

A MATCH RACE

Arranged Between the Famous Trotters, Directum and Arion.

PURSE SEVEN THOUSAND DOLLARS

Goos to the Winner—Budd Doble Will Drive Arion—Vigilant and Britannia to Race at Cows on Wednesday—Chicago and St. Louis Ball Clubs Victorious—The Relay Race—Other Late News in the Athletic and Sporting World.

CHICAGO, ILL., August 12.—Arrangements have been completed whereby the famous trotting stallions, Directum and Arion, are to meet in a match race over the Washington Park track in this city Wednesday, August 29, for a stake and purse of \$7,000. Directum has the fast record for a trotting stallion (2:06) and also for a four-year-old trotter of any sex. Arion has the two-year-old trotting record (2:10) made to a high schooler. He is owned by J. M. Forbes, of Boston, who paid the late Senator Stanford \$125,000 for him, the highest price ever given in this country for a horse. Budd Doble will drive Arion and Orrin Hickok will drive Directum.

DENVER IS REACHED.

The Relay Message Reached Denver Last Night Nearly Thirty-eight Hours Ahead of Time—Large Crowds Cheer the Riders—Considered a Wonderful Performance.

DENVER, COL., August 12.—The relay reached this city at 10:37 p. m. The time consumed in carrying the message from Washington to this city, a distance of 2,037 miles, was six days, ten hours and thirty-seven minutes, a gain of thirty-seven hours and twenty-three minutes over scheduled time, breaking all records.

George M. McCarthy was the last rider. At Sand Creek he took the message and covered the necessary five miles in the remarkable time of twenty minutes. A. D. Black took the bag from him and delivered to Governor Waite a message from President Cleveland and to General McCook one from General A. W. Greely.

Both recipients immediately telegraphed acknowledging receipt of the messages and Governor Waite made a speech that pleased his hearers. The streets were thronged with people and as McCarthy sped down Arapahoe street into Sixteenth and up to the court house a mighty shout encouraged him in his final efforts.

All wheelmen are talking of the remarkable time made and congratulating the riders who have done such good work.

IT IS NEARLY OVER.

Relay Riders Made a Great Record into Cheyenne—Through a Water Spout.

CHEYENNE, WYO., August 12.—Cheyenne riders brought the message from Julesburg to Cheyenne, 150 miles, in 10 hours and 14 minutes, the fastest relay from Washington. Heavy roads and a high wind prevented better time. One rider passed through a water spout, but came on. Omaha riders got lost between North Platte and Julesburg for several hours. (At Cheyenne the riders are nearly forty hours ahead of time, and will arrive in Denver at an early hour this morning.)

Broke the Record. PARIS, August 12.—The one hundred kilometre match between Linton and Starbuck, the bicyclists, took place today at the Velodrome Buffalo and was won by Linton, who beat the record. He covered fifty miles in 1 hour 58 minutes and 50 seconds.

VIGILANT AND BRITANNIA

Matched for a Race on Wednesday—The Prime Carries His Points.

LONDON, August 12.—It has been definitely arranged that the match between the Vigilant and Britannia for the 150 pound cup offered by Lord Wolverton shall be sailed on Wednesday. The race will be fifteen miles to windward and return, as was originally proposed by Lord Wolverton. Mr. Gould at first held out for a race to leeward and a beat home, but he has changed his mind and the agreement for the race has been signed. Much interest is manifested in this race, for, if the wind on Wednesday holds true, the Vigilant will have an opportunity to show what she can do in the open sea on nearly all points of sailing.

Parrott and the Errors.

CINCINNATI, August 12.—Parrott's wildness and Cincinnati's seven errors, added to lively batting by St. Louis, formed a combination that made the victory an easy one for St. Louis. Attendance 3,300. Score: Cincinnati, 2 0 0 2 0 0 1 0—3; St. Louis, 0 2 1 0 1 0 2 0—12.

Earned runs, Cincinnati 4, St. Louis 6. Errors, Cincinnati 7, St. Louis 2. Hits, Cincinnati 12, St. Louis 13. Home runs, Cincinnati, Connor, Twineham, Batteries, Parrott and Murphy, Brettenstein and Twineham. Umpire, Hurst.

Petty Was Hit Hard.

CHICAGO, August 12.—The Colts played their last game at home for four weeks to-day, and celebrated the occasion by putting up an errorless game and giving Cleveland a severe drubbing. Petty was batted all over the field, while Griffith was at his best. Attendance, 8,500. Score: Chicago, 2 0 0 1 0 1 0 1—16; Cleveland, 1 0 0 0 0 2 1 0—3.

Earned runs, Chicago 10, Cleveland 4. Errors, Chicago none, Cleveland 3. Hits, Chicago 17, Cleveland 12. Home runs, McKen, Ryan and Dahlgren. Batteries, Griffith and Scherf, Petty and Zimmer. Umpire, McGuire.

Western League Games.

At Milwaukee—Milwaukee, 9; Sioux City, 6.

At Grand Rapids—Grand Rapids, 22; Detroit, 23.

Base Ball Notes.

Yesterday afternoon at the Peninsula grounds the Sixth Ward Champions easily defeated the North Wheeling Stars. Score, 14 to 5; earned runs, 9 and 1; home runs, Brannen and Griffith; batteries, for Champions, Howley and Leach; for Stars, Hoffman and Carroll.

On Saturday afternoon the Cooper Slugg Stars defeated the Harvest Stars in a ten-inning contest. Score, 13 to 11; batteries, for Cooper Slugg Stars, Thompson and Hill; for Harvest Stars, Glaughton and Glen.

The La Belle Clippers challenge the Martin's Ferry or Mountville junior club, under seventeen years old, for \$5 or \$10 a side. E. Powell, manager.

Jocelyn Park Entries.

First race, 1 mile—Roller, 190; Annie Bishop, 102; Little Matt, 90; Hulton, 113; Stonobelle, 98; Mic Mac Queen, 91.

Second race, 1 mile—Trevelyan, 112; Doldemore, 118; Hazelbath, 115; Mic Mac Queen, 110; Flirt, 110; Peck-sally, 107; Harrington, 104; Hulton, 113.

Third race, 6 furlongs, selling—Daily America, 113; Ferrier, 111; Longbrook, 108; My Gyp, 104; Black Hawk, 100; Sam Weller, 111; Armitage, 108; Darkness, 107; Marguerite, 102; Little Agnes, 95.

Fourth race, one-half mile—Hanwell, Langdon, Norway, 108; Sir Dixon, Jr., 107; Cora, Ettarre, 105; Mosquito, Lodi, 108; Cockade, Harry Reed, 107; Pont Lorr, Ella Reed, 105.

Fifth race, five and one-half furlongs—Doggott, 112; Wind Gale, 109; Gorman, Venus colt, Gallon, Lobengula, 102; Belvina, 99; Chicot, 113; Hallstone, 107; Albert A., Col. South, Escape, Sal-Ho Byrnes colt, 102.

Sixth race, one mile—Kingston, 117; Charade, 110; Best Brand, 102; Mary Stone, 97; Elizabeth, 84; Daily America, 115; Sir Catesby, Pactola, 102; Shadow, 95.

THE CYCLERS' PICNIC.

A Crowd of Knights of the Kutterbocker Have a "Time."

Saturday morning at 10 o'clock the street at the corner of Twelfth and Market streets was crowded with wheelmen who were about to start up the river road for Short creek where the first bicycle picnic of the season was to take place. To the accompaniment of tooting tin horns the cavalcade started, starting the inhabitants along their route. The trip was made in fifty minutes, the following being in the van: J. H. Fisher, A. N. Emblem, L. A. Lallance, R. K. Giffon, Jr., J. Doble, F. F. Hallcock, C. A. Strohllein, A. W. Campbell, N. E. Schaefer, H. W. Rodgers, J. L. Doble, F. A. Ebeling, W. M. Vance, L. R. Dillon, D. W. Corcoran, Harry Neff, "Bob" Dillon, Frank Wheat, George Johnson, Jr., George K. Tinker, A. H. Mark, H. C. Sweeney, E. F. Schofield, Dr. John McClure, J. C. Stamp, H. J. Ritter and Ollie Kline.

The afternoon was pleasantly spent at and near the camp of the Globe Fishing club, of this city. There were a number of contests, and all proved interesting. George Johnson won the slow race, doing one hundred yards in 49 minutes, 3 1-5 seconds. In the hill climbing contest N. E. Schaefer was the winner. Other races were run, also swimming and a ball game. The boys returned to town about 7 o'clock, repeating their ear-splitting performances on the tin horns.

Farmers and the State Fair.

In this age of the world no farmer taking the least interest in his calling can afford to ignore the splendid advantages and the great opportunity for observation afforded by the annual displays of the West Virginia State Fair Association, at Wheeling. Still less can he afford this of all years, for the association long since determined that the fair of 1894 should eclipse all others in its magnitude and general scope. All branches of industry and all occupations are making rapid strides forward, and agricultural interests are being carried along with the irresistible tide. The farmer who does not, once a year, at least, stop a few days from his usual toil and look about him, imbibes new ideas, and sees what the rest of the world is doing, will surely fall behind, and when this comes to pass he can no longer expect or hope to compete with his shrewder co-workers in the fields. A fine system of railroads now afford easy access to Wheeling; the rates of fare arranged for by the association are very low; work during the first week in September is not pressing, and we advise all who possibly can to visit the fair between September 3 and 7 and see what a great institution it is.

Made an Assignment.

John W. Hoiskoll, the book and stationery dealer on Twelfth street, made an assignment Saturday for the benefit of his creditors, to S. G. Smith. He had a good stock, but the hard times made sales slow, and he was forced to the wall. It is thought his assets will meet all liabilities.

NOTES ON NAVIGATION.

Stage of Water and Movements of Boats. The River Interest.

The party of Pittsburgh pilots, with whose progress down the Ohio on board the Sam the Scramoach, the readers of the Commercial Gazette have been kept fully posted, left at 9 o'clock yesterday morning on the Congo, to make the daylight ride to Louisville, the end of their inspection trip. They arrived here late Thursday night, and spent the night at the St. James. The little boat on which they made the trip here is laid up at the foot of Lawrence street, and will leave on the return Sunday. Some of the party will go back on her, and the balance will return by rail.—Cincinnati Commercial Gazette.

There is a deal on foot for the purchase of the Lizzie Day, the Pittsburgh-Kanawha river packet, and she may come back to these waters. Captain Deaton, of Madison, is trying to secure both the Lizzie Day and the Henry M. Stanley from the Bays, and if successful both boats will be placed in the Cincinnati-Madison line in opposition to the Mail Line. Captain Ed Maddy, it is said, will continue in command of the Bay. The Bay is now operating between Cincinnati and Manchester.

The rise from above did not materialize to a great extent here, the highest figures recorded on the marks at the public landing being 26 inches. Last evening the river was falling with 25 inches in the channel. This does not seem a great lot of water, but it means the resumption by low water crafts like the Ida Smith, J. L. Lowry and Mattie K. The Lowry leaves to-day at 10 o'clock for Matamoras.

The Highland Mary, recently built to run in the old trade of the Annie Laurie, between Pittsburgh and Zanesville on the Muskingum, will commence running as soon as there is enough water. It is hoped she has not inherited the Laurie's producer of noise, out of consideration called a whistle.

Captain Booth has gone to Catlettsburg after the steamer Henry George, which he expects to put into the Clarksburg-Wheeling trade. She will probably be ready to start out about Saturday, or Monday. She is said to draw only about eight inches.—Clarksburg Independent.

Captain John M. Phillips, of the Iron Queen, would accept the position of hull inspector, but he is not making any particular effort in that direction.

FROM HEADWATERS.

Greenboro—River 6 feet 3 inches and falling; weather, rainfall during the past twenty-four hours eighteen-hundredths of an inch.

Warren—River two-tenths of a foot below zero; weather clear and warm.

Oil City—River 3 inches and stationary; weather clear and pleasant.

Don't be talked into having an operation performed or injections of carbolic acid used, as it may cost you your life. Charles R. Gootze and W. W. Irwin.

Johnson's Magnetic Oil cures cramps and colic and internal neuralgia and headache and backache instantly. 25 and 50 cents. Chas. R. Gootze and W. W. Irwin.

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